

TOPIC Brandenburg-Briest Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 4 April 1952

REFERENCES

25X1

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

25X1

25X1

1. At 3:30 p.m. on 15 February 1952, 23 swept-back jet fighters covered with tarpaulins were observed at Brandenburg-Briest airfield. After 7 p.m., the runway boundary lights were switched on, and a rotary searchlight at Rosenhof was in operation. The searchlight was switched off during landings. One jet fighter took off at 7:05, 7:15 and 7:30 p.m. respectively. The planes landed at 7:45, 8:00 and 8:15 p.m. respectively. No further air activity was observed up to 9 p.m. On 16, 18 and 19 February, no flying was observed at the field. Twenty-three jet fighters were parked at the field both at 10 a.m. on 21 February and at 11 a.m. on 26 February. There was no flying on these days. On 21 February, about 20 soldiers were assembled for instruction around a plane the engine of which was repeatedly started and stopped.

25X1

2. At 4 p.m. on 15 February, 4 trucks, 4 heavy AA guns, 60 to 70 soldiers, and probably an auxiliary fire director, were observed in the AA gun emplacements near Rosenhof. [redacted] air force soldiers engaged in infantry training in the Landesanstalt and in the woods east of the field. After 8:30 a.m. on 23 February, there was intensive activity in the Landesanstalt. At 9 a.m., fifteen to 20 officers and three companies each of about 120 men fell in for a ceremony in the yard of the Landesanstalt. At 11 a.m., about 120 soldiers in three platoons left the Landesanstalt toward Brandenburg. Only the soldiers of the first two platoons wore air force insignia on their epaulets. Some of the officers who marched at the head of the columns wore a cluster of golden oak leaves with a golden star and a red metal star on their caps; the rest wore only a red Soviet star. The officers of the two first platoons also wore an oak leaf wreath on their caps, while the officer of the last platoon wore only a red Soviet star on his cap. Security measures at the field and in the barracks installation were intensified. The German women who were previously employed as servants and kitchen personnel in the Landesanstalt were dismissed in mid-February. Truck [redacted] and jeep [redacted] entered and left the field.

25X1

25X1

SECRET/CONTROL/US OFFICIALS ONLY

2

25X1

3. On 3 March, 25 swept-back jet fighters were counted on the southern edge of the field about 8 a.m. and 23 planes of the same type at 2:30 p.m.. There was no flying. A hangar was built adjacent to the northernmost building at the field. * Five 85-mm heavy AA guns were again observed in the northwestern corner of the field. The gun crews were digging new emplacements.

4. Between 3:30 and 5:15 p.m. on 10 March, 20 jet fighters were parked on the southern edge. Four other jet fighters were flying. They practiced individual take-offs, flying at high altitudes, and sometimes, flying in formations of five planes. The flight time was from 20 to 25 minutes. After the landings, the planes were refueled from a tank truck at the flight control building. The last landings were made at about 6 p.m.

5. On 13 March, all approach roads to the field were blocked by sentries, and there was noticeably heavy vehicular traffic. On 14 March, 24 jet fighters at the field, including four planes which practiced flying. No biplanes were observed. Between 2 and 11:30 p.m., there was flying in clear weather. At 2 p.m. a jet fighter took off for a high-altitude flight. It landed after 28 to 30 minutes and was refueled. After 4:30 p.m., four jet fighters practiced formation flying. They took off in elements of two and landed individually. After night fall, the runway was lighted by searchlights during take-offs and landings. About 8 p.m. four jet fighters with position lights took off in groups of two and practiced flying at a very high altitude. Shortly before their landings, a rotary searchlight near the four-mast radio installation rotated three times, then stopped for a short time directing its beam to the runway before it was switched off. Subsequently, other searchlights illuminated the runway. Two other flights were observed up to 11:30 p.m.

6. Six heavy AA guns and a remote fire control device at their center were observed in the AA emplacement on the northwestern edge of the field. The top layer of the runway was 35 cm thick. During improvement work at the field drainage pipes were laid on the entire landing field. A dispersal area, about 100 x 200 meters, which did not have a concrete surface was in the woods east of the field. The taxiway extends from the southern hangars to the western edge of the field and along the blocked road which leads to the outlying part of a farm, but only as far as the runway in the northwestern corner of the field. Recently, the trees and shrubs along the northern taxiway have been removed, and the taxiway itself was being cleaned. Although the taxiway had many damaged spots, it was serviceable. In the northwestern corner of the field, there was a target range to zero in aircraft weapons. Motor vehicles observed entering and leaving the field included trucks and a column of tank trucks.

truck and a column of tank trucks radio
truck and a column of tank trucks
**

* Comment. The construction of a new hangar is reported for the first time. The eight available hangars, some of which are heavily damaged, are no longer suitable for aircraft.

** Comment. The report confirms that the field is occupied by a fighter regiment. The regiment was last observed at the field on 24 March 1952. On 12 March 1952, the last fuel shipment of nine tank cars arrived from Akon fuel depot. Although the new hangar

may house a number of MIG-15s, it is not believed that the fighter regiment has been brought up to its authorized strength.

25 MIG-15s were located at the field.

32 MIG-15s on 3 February 1952. However, it is believed that this occupation was only temporary.

SECRET/CONTROL/US OFFICIALS ONLY